

LOSS OF LIFE ON LUSITANIA IS 1600

London, May 8.—Fifteen hundred persons lost their lives, the British admiralty estimates, when the Cunard line steamship Lusitania was torpedoed yesterday afternoon off Old Head, Kinsale, on the Irish coast.

The known survivors number only 658, while there were 2,160 souls aboard the great liner when she was attacked. Of those who were saved 595 were landed at Queenstown and eleven at Kinsale, while 52 others are reported to be aboard a steamer. All but one of the rescue fleet of torpedo boats, tugs and trawlers, which went out from Queenstown, have reported. There is a slender hope that fishing boats may have rescued a few more.

In addition to the living brought ashore, the bodies of 45 more who died of injuries or were drowned, have been landed at Queenstown. More are at Kinsale and it has been reported that an armed trawler accompanied by two fishing boats has picked up 100 others.

The work of compiling list of those saved is progressing slowly because of the indescribable confusion at Queenstown, but apparently few first cabin passengers are among the survivors. The United States consul at that port can account for only 51 Americans saved out of 188 who were aboard. His roll does not include the names of Alfred Gwynne Vanderbilt, Charles Frohman, Elbert Hubbard, Justus Miles Forman, the author, or Charles Klein, the playwright. Of the Americans, 106 were in the first cabin; 45 in the second and 17 in the steerage. The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the steamer received her death blow and declined to join the rush for the boats and life belts. They believed the Cunarder would remain afloat until assistance could arrive.

A considerable proportion of those

at Queenstown are members of the crew, including Captain Turner with the first and second officers. All the other officers are believed to have perished.

There is no evidence, however, that the time-honored rule of the sea, "women and children first" was violated. At least one of the survivors, a Toronto newspaper man, gives evidence that there was no panic among the crew and the sailors acted promptly in getting the passengers into the ship's boats.

Apparently every precaution had been taken against a surprise attack by a submarine. Lookouts were on the alert constantly as the giant steamship sped toward the Irish coast. Difficulty was experienced in launching the boats because of the heavy list of the Lusitania almost immediately after she was torpedoed. Several of the frail craft evidently capsized as they were launched or soon afterwards.

Many of the passengers owed their rescue to life belts, which kept them afloat until they were picked up by boats. Among this number was Lady Mackworth, daughter of David A. Thomas, the Welsh "coal king," and Julian de Ayala, Cuban consul general at Liverpool.

Investigation has failed to reveal that the steamer was given warning of the proposed attack by the submarine which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in trans-Atlantic traffic. The lookouts sighted the periscope of a submarine 1000 yards away and the next instant they saw the trail left by a torpedo as it flashed on its course. Then came a terrific crash as the missile pierced the liner's side, followed almost immediately by another which littered the decks with wreckage. The course of the liner was at once turned towards shore. Four torpedoes apparently were fired at the Lusitania, but only two of them found their mark.

COURSE OF SHIP KNOWN TO ENEMY

London, May 8, 1:58 a. m.—The Morning Post, in an editorial on the Lusitania, after remarking on the elaborate warnings issued at New York before the ship sailed, says:

"We find it difficult to understand how, with such warnings and such ample opportunities to take all precautions, the Lusitania was caught. The conclusion that the vessel's exact course must have been known to the captain of the submarine is difficult to avoid, but uncomfortable to accept."

The Post believes that the conditions were favorable for the rescue of many of the passengers and supposes that everything was in readiness on board the liner and that the mode of procedure in case of attack had been carefully rehearsed.

It states that the Lusitania was armed, "with a formidable battery of guns," and adds:

"But it appears that New York legal notices regarding international law prevented the boat from carrying ammunition for those guns, under pain of being treated in a neutral port as a ship of war."

"But, surely, if the United States regards these submarine attacks as illegal, it should follow that guns may be used on merchantmen, to guard themselves against such attacks without making the vessel which uses them a ship of war."

"In the face of this crime it is idle to waste words in condemnation. We must get our teeth and go on with the war with more courage and determination."

FATE OF FROHMAN WORRIES FRIENDS IN THIS COUNTRY

New York, May 7.—Uncertainty as to the fate of Charles Frohman, probably the most widely known theatrical man in the world, who was a passenger on the Lusitania, was the absorbing topic among thousands in the theatrical district tonight.

Mr. Frohman had gone to Europe with Charles Klein and Justus Miles Forman, playwrights. Mr. Frohman's offices in the Empire theatre building were besieged until a late hour for possible news of him, and when told that there was none, the inquirers sadly turned away.

Before sailing, Mr. Frohman said he was going to England to look over the theatrical interests and to see if he could find some new war plays for the American stage. Mr. Forman went with him.

Mr. Frohman's latest addition to the American stage was the play called "The Hypocrite," a play of American patriotism, which elicited much unfavorable comment from citizens of German extraction. Mr. Klein, author of "The Lion and the Mouse," and other successes, was going to Europe on business connected with his enterprises.

Members of Mr. Frohman's staff said they had pleaded with him not to sail, but Mr. Frohman answered that business made it imperative that he go at that time.

In German clubs, restaurants and other places where Germans flocked, the news of the disaster was received quietly and generally without comment.

MAN TAKEN FROM A TRAIN DIES

J. E. Robinson, a resident of Sacramento, Cal., died last night at the Dea hospital of pneumonia. He was taken from a Union Pacific train at the Union depot on Wednesday, while en route from St. Paul, Minn., to his home in Sacramento, suffering of the disease and taken to the hospital.

He was 35 years old and is survived by his wife, four children and a brother. The body was removed to the Larkin & Sons' mortuary and shipped to Sacramento today.

SAW SUBMARINE SEND TORPEDOES

Queenstown, May 8.—His majesty's steam tug Stormcock reached Queenstown last night at 8:30 o'clock with 150 survivors of the Lusitania, among whom were numerous passengers who were suffering seriously from the shock due to their immersion.

Ambulances and doctors were on the dock to look after the injured, who were driven to hotels and other places of comfort.

There were many of the crew among them who were battered and bootless, but they all thanked Providence that their lives had been saved.

The library steward of the Lusitania, during an interview in which he related the sad story of the disaster, said:

"When we were ten miles south-west of Kinsale and while the passengers were at luncheon and in the best of spirits generally, an awful explosion rudely shocked them. They did not know what had happened and they quickly rushed from their seats. They soon learned, however, that a German submarine had sent two torpedoes into them. One of them had entered the stokehold and the other had burst into the hull in the forward part of the vessel."

"Captain Turner and all the officers tried to pacify the frightened passengers, but their efforts failed. The water rushed into the Cunarder and she sank within fifteen minutes."

"There were five babies in their mothers' arms, which was a most pitiable sight to behold. The torpedoes struck the Lusitania on the starboard side, to which she listed heavily, while the passengers cried frantically to the officers to save their lives."

"The order was given to launch the boats, but in lowering the ropes caught on some and the fastenings on others broke. One boat fell into the water bow down and was sunk."

"Many passengers were placed safely in the boats in an orderly manner, but others who had placed lifebelts around their waists fell into the sea and subsequently were picked up by boats."

"At one time I saw upwards of 100 passengers floating about in the water, held up by life preservers."

"Ten of the boats that I saw were able to save about 500 persons altogether."

"The Stormcock approached several of the boats and picked off of them 150 persons, many of whom had been in the water for upwards of six hours spent in anguish."

"There was an awful loss of life, but how many are dead I am unable to say."

Ernest Cowper, a newspaper man of Toronto, Ont., who was coming across on business, stated that a sharp lookout had been kept for enemy craft when Ireland was approached.

"I was chatting with a friend about 2 o'clock," said Mr. Cowper, "and I had just got a glimpse of the periscope of a submarine about 100 yards distant and had just remarked the circumstance when I noticed the track of a torpedo."

"The Lusitania was struck forward and there was a loud explosion. Portions of the splintered hull were sent flying into the air."

"Shortly afterwards the steamer was struck by another torpedo and she began to list to starboard."

"The crew immediately proceeded to get the passengers into boats. Everything was done in an orderly manner."

"A little girl named Helen Smith, aged 6, appealed to me to save her and I put her in a boat. I fear her parents were lost."

"I got into the last boat. Some of the boats could not be launched and had to be cut away as the vessel was sinking."

"There were a large number of women in the second class and about forty children under 1 year."

HORROR IS FELT BY AMERICANS

New York, May 7.—James M. Beck, former United States deputy attorney general, quoted President Wilson's recent note to Germany regarding the protection of American life and property on the high seas to-night at the fifth annual dinner of the trust companies of the United States and members of the trust company section of the American Bankers' association.

"Now we are meeting under extraordinary circumstances," he said. "If ever there was an occasion in which silence is golden it is tonight. Because we may be for all we know in a very critical hour for our government. A disaster has happened which has filled all of us with horror and which, I take it, has filled most of us, and maybe all of us, with reasonable apprehension."

"There is a good deal in what our president has said about rocking the boat and it is not a good time to rock the boat. At the same time those who are in the boat should refrain from rocking, and, I suppose, may entertain the justifiable hope that the captain and crew will do all they can to keep the ship on an even keel into the stormy waters that may be ahead of her."

Mr. Beck then referred to the recent note to Germany, in which reference was made that this country "should be constrained to hold the imperial government to a strict accountability" for acts of their naval authorities and "take any steps that might be necessary to safeguard American lives and property."

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UNEASINESS FELT IN WASHINGTON

Washington, May 7.—Destruction of the British liner Lusitania with the loss of many lives shocked officials of the United States government and spread profound grief in the national capital.

Although it was not known how many, if any, of those lost were Americans, the view was general that the most serious situation confronted the American government since the outbreak of the war in Europe.

The warning of the United States that Germany would be held to a "strict accountability" for the loss of "American lives," irrespective of whether they were aboard belligerent or neutral vessels when attacked, focused attention on the White House, where President Wilson until late in the night read the dispatches with grave interest. The president made no comment.

Early Hopes Dashed. Secretary Bryan, Counselor Lansing, senators and members of the house who were in the city waited up until a late hour for definite news of the passengers and crew of the sunken ship. Earlier in the day they construed the positive announcements from abroad that no lives had been lost as final, but later advice dashed their hopes.

Officials said facts and circumstances would have to be obtained by careful investigation during the next few days before any announcements could be made by the American government.

The disposition among high officials was not to take hasty action, but to await the British admiralty's reports and results of the investigations of Ambassador Page.

Although congress is not in session, Chairman Stone of the senate foreign relations committee and other members of the committee are now in the city. It is expected they may be consulted by President Wilson before he decides on the policy to be pursued by the United States.

The sinking of the Lusitania marks the climax of a series of incidents since the announcement of the German war zone decree, concerning which the American government has been silent. It is now predicted that even though it developed that no American lives were lost on the Lusitania, general representations will be made by the United States covering all the cases involved—the death of Leon C. Thresher, an American citizen, when the British steamer Falaba was sunk, the dropping of bombs on the American steamer Cushing, and the attack of the steamer Gulf Light, which was wrecked with a loss of three American lives.

The report that the Lusitania was torpedoed without warning created much discussion, for it was the first case in which this threatened procedure has been carried out with Americans on board a belligerent vessel. Aside from the diplomatic question in the case, which was widely discussed in Washington tonight, the sinking of the liner brought to light an interesting story of repeated threats and warnings, which had been plan by the German admiralty to sink the Lusitania for the psychological effect it would have on Great Britain and the terror it might spread among ocean travelers generally.

Information gathered among officials of the government tended to confirm the belief that plans for the destruction of the Lusitania were made several weeks ago. First the German embassy was instructed to advertise in the leading newspapers of the United States, warning passengers against traveling on belligerent ships.

Anonymous warnings then were sent to individuals who proposed sailing on the Lusitania. Most significant of all were letters received here from officials in Germany by private persons stating that the Lusitania surely would be destroyed.

From the day the ship sailed from New York officials here have received inquiries from many sources almost daily as to the safety of the vessel. One official was told with much positiveness early today that this was the day selected for the destruction of the vessel.

The navy radio station at Arlington has been on the alert for news and from time to time has been reported as having picked up messages saying the vessel was sunk. Inquiry at the navy department each time failed to confirm the reports and they were not circulated, because it was feared they would spread unnecessary alarm.

At the German embassy here, while no comment was made as to whether it was known there that the vessel was to be destroyed, it was said the embassy knew the Lusitania carried arms and ammunition, and, being advised of the resolution of the German admiralty to attack ships that carried such contraband, officials had believed she would be attacked.

ONE HUNDRED BODIES ARRIVE

London, May 8.—The British admiralty places the total number of survivors at 658. The dead, who have been landed, number forty-five. An armed trawler is bringing 100 more bodies. The official statement adds that but few of the first-class passengers were saved.

The latest unofficial estimates from Dublin state that no less than 1000 of the passengers and crew are dead. Survivors state that the two torpedoes fired into the starboard side of the ship killed or injured many of the passengers.

Of the passengers rescued no less than 100 died while being conveyed to Queenstown.

Reports from Cork and Queenstown state that the hospitals in both of those cities are full of Lusitania injured.

The Dublin motor boat Elizabeth picked up two lifeboats containing sixty-three persons and these, with sixteen survivors taken aboard a lifeboat from Cork, were conveyed to Queenstown. Of the latter most were women and children. Eighty others arrived in Queenstown shortly afterwards in boats. Many of these were in a deplorable state of mind. These arrivals are in addition to those taken to Queenstown by the Stormcock.

PORTER CHARLTON HAPPY IN ASYLUM

Rome, Mayo, via Paris, May 7, 5 a. m.—"I shall remember the time I spent here as the happiest in my life," was the assertion made by Porter Charlton in reply to a question as to whether he was being well treated at the asylum where he is in custody awaiting trial on the charge of murdering his wife. He has prepared a long statement in his own defense, written in Italian.

Charlton's examination by alienists has been virtually completed. Dr. Valtorta, retained by the defense, has come to the conclusion that because of nervous excitement, Charlton was entirely irresponsible when he killed his wife. Dr. Paleola, appointed by the court, has decided on the contrary that he was only partly irresponsible. In view of this difference of opinion a third expert, probably Professor Maggiorotti, director of the asylum in which Charlton is confined, will be appointed. He probably will require two months.

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AMERICA MUST ASSERT HERSELF

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"Language is inadequate to condemn the atrocious criminals who have deliberately adopted piracy and the murder of innocent civilians as the methods of warfare. The conscience of Christian Germans will protest against it."

Admiral Cyprian Bridge:

"At first sight this outrageous crime, outdoing the acts of the cruellest pirates ever known, seems to have been deliberately perpetrated with the intention of degrading and exasperating the people of the United States. Considering the warning given Germany by the United States government it is hardly conceivable that the United States will abstain from punishing the crime and preventing its repetition by forcible means."

Lord Sydenham, former governor of Bombay:

"Americans will now realize the depth of German barbarism and respond to the call of humanity."

Sir Gilbert Parker:

"Germany has fulfilled her promise. She has committed the crime she declared she would commit. That it is an infamous crime the whole world will agree. It is an international business and not Great Britain alone will take note of it. The United States will have something to say in regard to the destruction of life and property, which in one sense is as much hers as Great Britain's."

"Germany has reached a point where the nations of the world must take action or the name of civilization will be stained forever. The fortunes

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ROOSEVELT IS MOST OUTSPOKEN

Syracuse, N. Y., May 7.—Theodore Roosevelt, after learning details of the sinking of the Lusitania, late to-night made his statement.

"This represents not merely piracy, but piracy on a vaster scale of murder than any old-time pirate ever practiced. This is the warfare which destroyed Louvain and Dinant and hundreds of men, women and children in Belgium. It is warfare against innocent men, women and children traveling on the ocean and to our fellow country women, who are among the sufferers."

"It seems inconceivable that we can refrain from taking action in this matter, for we owe it not only to humanity, but to our national self-respect."

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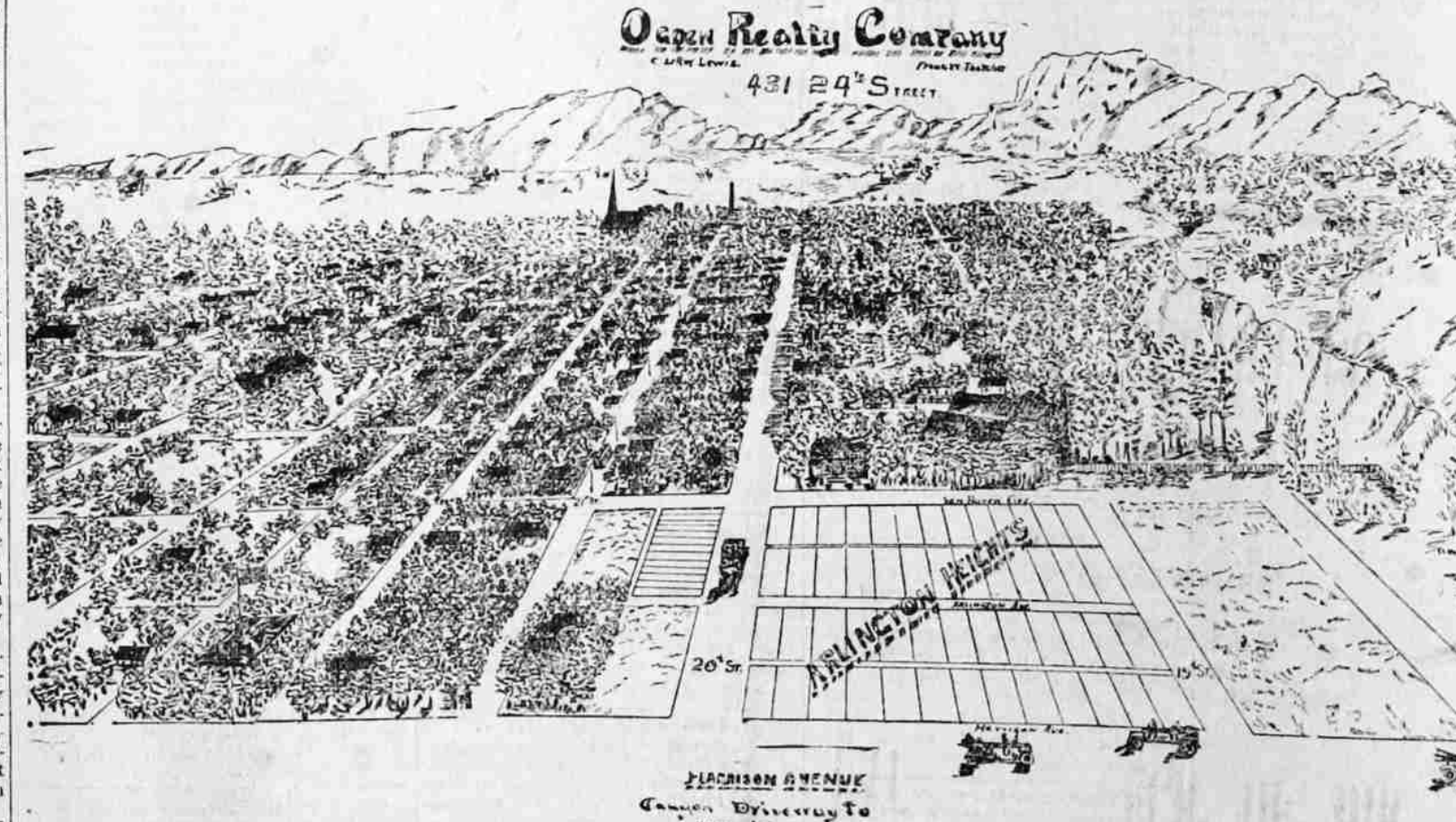
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